CAPTAIN GEORGE McKENZIE

An Appreciation

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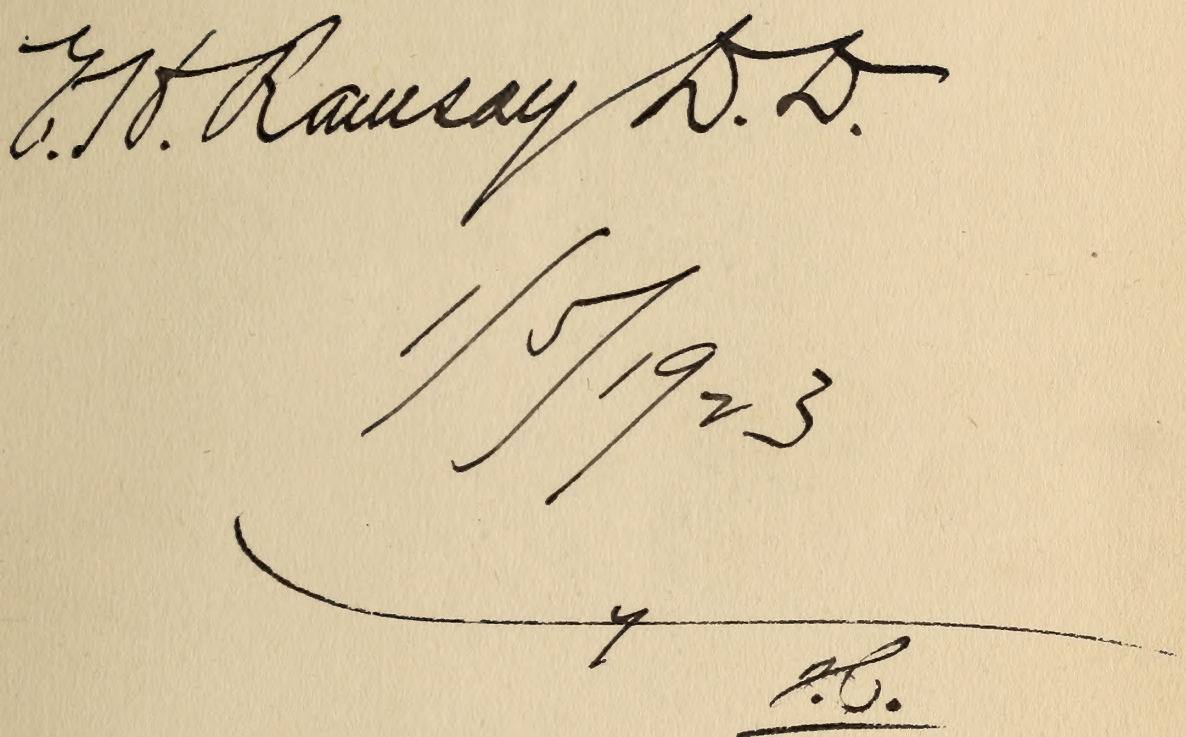

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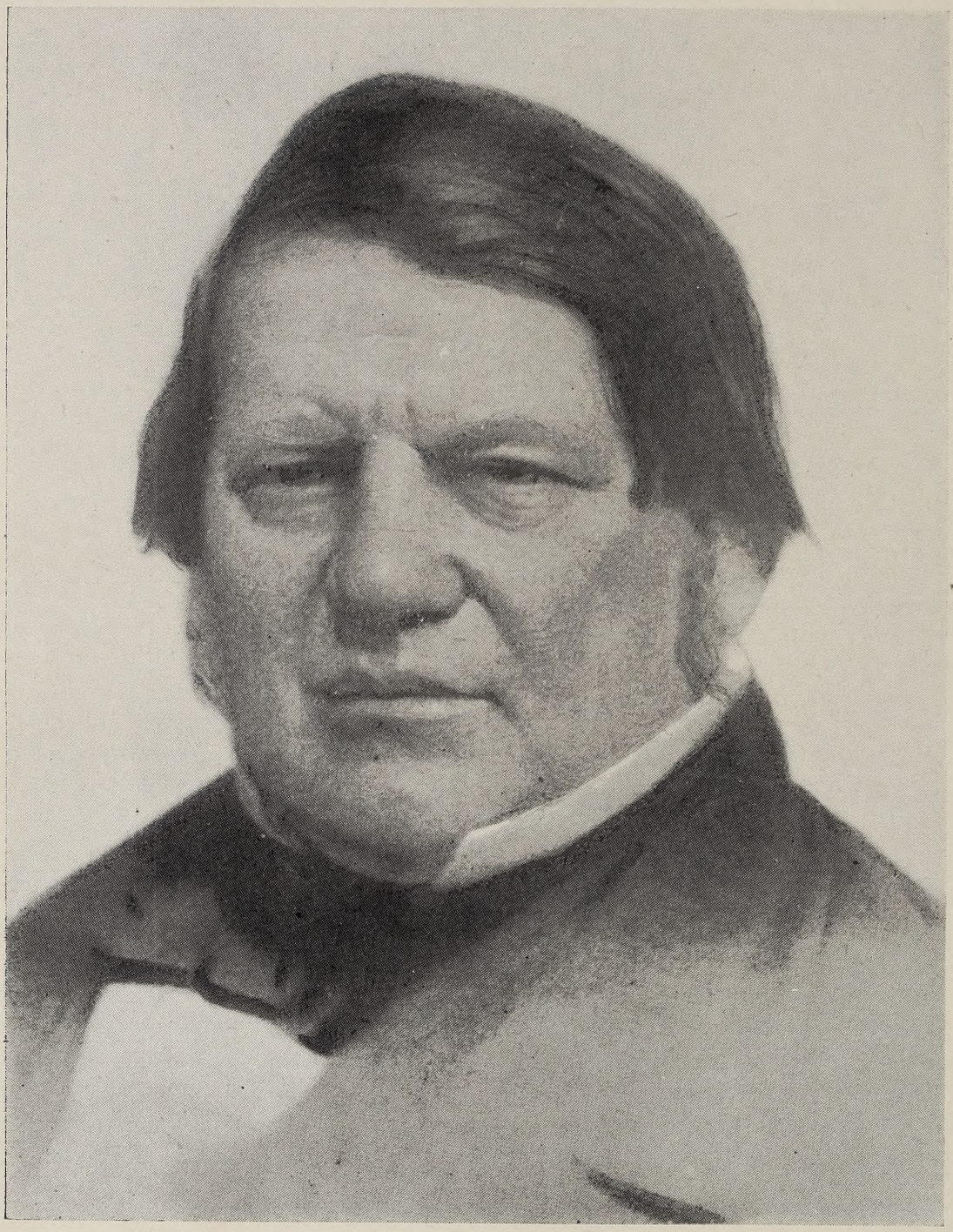

Captain George McKenzie

AN APPRECIATION

BY

J. H. SINCLAIR

"Build me straight, oh worthy master!
Staunch and strong, a goodly vessel,
That shall laugh at all disaster,
And with wave and whirlwind wrestle."

LONGFELLOW.

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CAPTAIN GEORGE McKENZIE

Nova Scotia owes much to the ship building industry. The capital that is now employed in carrying on the manufacturing industries of the Province was largely the profit earned by wooden sailing vessels during the latter half of the last century. Besides, the ship building industry had important results apart altogether from money considerations. It tended to make our people self-reliant. It fostered a spirit of enterprise and adventure. The character of the people of the Province was moulded to no small extent, and I think I can say broadened, by reason of the fact that this industry enabled them to rub shoulders with other men and other races, the world over. In hundreds of Nova Scotia homes in every County, the talk around the fireside of a winter evening was of such places as San Francisco, Melbourne, Cape Town, Yokohama, Shanghi, Nagasaki or Hong Kong. The children grew up hearing of tales of the sea or of foreign lands, for in the case of nearly every family, some brother, or uncle or cousin was a captain or mate or sailor on one of the many deep sea vessels then owned throughout the Province.

During the fifty years between 1830 and 1880, ship buiding was Nova Scotia's chief industry. Builders were found in every cove and harbor on the Coast, and many of these were also expert navigators. During that period the Province

produced a class of men capable of cutting down the timber in the forest, hewing it into shape, designing the model, laying down the keel, building the ship, and after she was launched and rigged, stepping on deck as Master, and navigating her to any part of the world where there were profitable freights to carry. The woods were full of such men in those days, and I have no doubt we have the same kind of men in Nova Scotia today if they had the same opportunities.

In New Glasgow in those early days, most of the active business men were either ship builders themselves, or had interests in ships; but the man who more than any other made New Glasgow known abroad as a ship buiding centre was the subject of this sketch. The late Captain George McKenzie was born in Halifax on December 12th, 1798. His father died when he was only about four years of age, and his mother, after the death of his father, moved with her family to Fisher's Grant. His sister Christian, who was eight years older than himself, subsequently married James Carmichael.

In 1821, when McKenzie was about twenty-three years of age, he embarked on his first ship-building venture. He became associated with John Reid of Little Harbor. They launched a schooner at Boat Harbor in the autumn of that year and called her the *James William* in honor of his young nephew, James William Carmichael, then about two years old. (Nearly one hundred years later the firm of J. W. Carmichael & Company, Ltd. launched the first steel schooner built in Nova Scotia and revived the old name, by calling her the *James William.*) McKenzie

soon became known as a young man of ability and energy and was appointed foreman of Mr. Robert McKay's shipyard in Pictou, a post which he held for about three years.

A few years later we find him in command of a brig called *The Two Sisters* owned by his brother-in-law, James Carmichael. After some years of sea faring life, McKenzie, about the year 1840, removed to New Glasgow, and established himself as a ship builder. His first operations were carried on at Shipyard Point near Trenton, but he soon moved to town and most of his ships were built in the yard still known as "the ship yard" situate on the East bank of the River directly South of Dahousie Street. He married Sarah McGregor, a daughter of the late Dr. McGregor, who survived him several years and died in 1881. He commenced with the construction of small vessels, but it was not many years before he out-stripped all his competitors and turned out ships of the then enormous size of fourteen hundred odd tons.

The Hamilton-Campbell-Kidston was built by him in 1851. She was named after some of his business associates in Gasgow. Her net tonnage was 1444. She was one of the largest ships of her day. Joseph Howe, in one of his orations, describes the sensation she would have caused by reason of her great size if she had dashed in among the naval vessels composing the British Fleet at the time of the Spanish Armada. She made a voyage to Glasgow in the spring of 1852, Commanded by the Captain himself, who, with characteristic daring, pushed his way up the river to the City. This was before any very extensive

dredging had been undertaken. The Clyde at that date was crooked and narrow and the *Hamilton-Campbell-Kidston* was the first large ship that had found its way up as far as the City. Her arrival created quite a sensation among the Glasgow merchants. The Captain was dined and presented with some valuable silver plate. One of the pieces bears the following inscription:

PRESENTED
TO
GEORGE MCKENZIE, ESQ.,
WITH A SILVER TEA AND COFFEE SERVICE
FROM A FEW FRIENDS IN GLASGOW
AND GREENOCK.
14TH APRIL, 1852.

This heirloom is now in the possession of Capt. McKenzie's granddaughter, Mrs. Edward McLeod, of Dorchester, Mass.

From an editorial article on shipbuilding in the Eastern Chronicle of July 11th, 1853, I take the following extract:

"Among the various persons who have been engaged in this business the following names deserve to be recorded, namely:

Captain George McKenzie	New Glasgow
Thos. Graham	New Glasgow
John Crerar	Pictou
John T. Ives	Pictou
John Mocklar	River John
James Kitchen	River John

First of all there stands Captain George McKenzie. It is due to that gentleman to say that he has done more than perhaps any shipbuilder in this province to raise the character of Nova Scotia vessels in the British market. The fine ships *Hamilton-Campbell-Kidston* of 1444 tons and *Catherine Glen* 1326 tons, launched by him within the last two years, received the most flattering notices from the press in Glasgow. These ships with many others of a large size, built and partially owned by him, and commanded generally by young men from New Glasgow and Pictou have traded to all corners of the Globe, and we have reason to belive have made handsome returns to their enterprising builder."

The following is a list of the vessels found standing in McKenzie's name in the Shipping Registry at Pictou:

DATE	NAME	NET TONNAGE
1840	Bee	33
1840	John	181
1840	Sesostres	632
1841	Cleostratus	740
1841	Sesostres	561
1846	John McKenzie	905
1849	Ann Black	502
1849	Clarence	565
1850	Montgomery	848
1850	Koh-i-noor	314
1850	Ripole	108
1851	Hamilton-Campbell-Kidston	1444
1852	Catherine Glen	1326
1852	Maria	131
1852	Caroline	126

DATE	NAME	NET TONNAGE
1853	Henry Poole	240
1853	East Boston	199
1853	W. H. Davies	876
1853	St. Mungo	492
1854	Voltigeur	350
1854	Magna Charta	1465
1854	Meteor Flag	591
1854	Alma	1108
1855	Isabella Hamilton	298
1855	Black Watch	481
1855	Sebastopol	992
1856	D'Israeli	779
1856	Beaulieu	141
1857	Annie Laurie	276
1857	Alkmaar	254
1857	Coquette	123
1857	William Kidston	792
1864	Lord Clyde	1010
1865	County of Pictou	683

It often occurred to the writer that an interesting article might be written on the reasons for the names given to New Glasgow ships. A glance at the above list will show that many of these vessels were named after friends and relatives of the builder. Others commemorated current or historical events. Take a few examples of the latter class:

Alma. The Crimean war was raging at the time and the whole world was admiring the brave deeds done by the British Army on the banks of the river Alma. What then could be more appropriate than that the name of this historic

spot should be shown on the seven seas by being painted on the stern of a New Glasgow ship.

Black Watch. This famous Scottish regiment had just won fresh laurels at the battle of Alma, and its exploits were at that time fresh in the minds of all.

Annie Laurie. This song was the "Tipperary" of the Crimean War, with this difference, that "Tipperary" is but a passing jingle, while "Annie Laurie" is a real song. The historian tells us that in the trenches before Sebastopol, poorly clad, almost barefoot, shivering with cold and burning with fever, the indomitable spirit of the British soldier frequently broke out in song, and "Annie Laurie" was his favorite. Each man remembered a different name, but all sang "Annie Laurie."

Disraeli. When this statesman entered public life, (1837), he was greatly handicapped by the prejudice in England against his Jewish origin. At first he was regarded as a mere political adventurer. He began his public career as a Radical, but soon developed into an extreme Tory and on the downfall of Sir Robert Peel, he became one of the leaders of the Conservative party. His popularity grew rapidly, and at the date when this vessel was launched, no man was more talked about in the newspapers than Disraeli.

The Koh-i-noor. This famous diamond has an interesting history. If we are to credit Eastern legend, it was well known in India five thousand years ago. It was brought to Dehli in the 14th century, and later on, fell into the possession of the Grand Mogul. At the sack of

Delhi (1730) it was carried off to Afghanistan and thence became the property of the East India Company. This Company presented it to Queen Victoria in 1850, just at the time that Capt. McKenzie was about to launch a barque of 314 tons. It would seem to be the proper thing to call her *"The Koh-i-noor."*

But it would occupy too much space to pursue this subject.

Some of these ships embarked in the carrying trade under the management of local owners, and were officered and manned by local seamen. Others when completed were loaded with timber and sent across to Great Britain where both ships and cargo were sold, thus furnishing the builder with capital to undertake new ventures.

Prior to 1830, shipbuilding in Nova Scotia was an infant industry. The trade was largely confined to small coasters and fishing vessels. According to a tabulated statement published in Haliburton's History, written in 1829, only three small vessels were launched in the ports of Pictou County in the year 1821. The *"James William"* would be one of the three. The total tonnage of these three vessels is placed at 151 tons. By the same authority only 228 vessels were built in the Province between 1807 and 1828 inclusive, with a total tonnage of 15,149 tons. Most of these were small crafts of one hundred tons or less the one exception according to Haliburton's figures, being a ship built in Cornwallis in 1814 of 1021 tons.

An examination of the registry kept in the customs at Pictou will show that the ship yards in this vicinity were specially active in the "fifties."

Various circumstances contributed to bring about this result. The timber trade with Great Britain had grown to large proportions, furnishing ample cargoes for out going ships. The Crimean War also gave a decided impetus to the industry. The coal trade between Pictou and United States ports was then active, and a number of vessels were built expressly for this purpose. The reciprocity treaty was then in force and considerable quantities of American manufactured goods were available for return cargoes, all these causes contributed.

By reference to the foregoing list, it will be seen that Captain McKenzie alone had no less than four vessels under construction in the year 1854, and it is said that at one time during this period there were as many as fourteen square rigged ships under construction in New Glasgow in one year. The same activity also prevailed at Pictou, River John and other places. The Eastern Chronice of January 3rd, 1853, states that in that year forty-four new vessels were launched in Pictou County alone. In the issue of the same paper of January 24th, 1854, I find the following paragraph:

ENTERPRISE IN NEW GLASGOW—"On visiting "New Glasgow yesterday we were impressed "with the thrifty and business-like appearance "of the place. The town seems at the present "time to be a perfect hive of industry; the "streets crowded with country people disposing "of their timber or produce, and the shop-"keepers equally busy in disposing of their "wares. This activity in trade is evidently to

"be attributed to the amount of ship building "going on, which, besides giving employment "to several hundred men—carpenters, riggers, "blacksmiths, &c., also gives work to a large "number of persons from the country who "supply the ship yards with timber, or the "merchants with ton timber for exportation "thus causing the circulation of a large amount "of capital. All the vessels at present building "there, except one, we believe, are for use in "the coal trade, and apparently of a very su- "perior class, real clipper models, and varying "from about 300 to 400 tons burthen. If there "is any virtue in "Models" some of these ves- "sels will outsail anything that has yet been "produced in Nova Scotia. But the principle "object of interest in the ship yards is Cap- "tain McKenzie's "big ship" for to such a "distinctive appelation her great length (215 "feet keel) entitles her, when compared with "any other ship built in Nova Scotia. She is "not so deep as the large vessels formerly built "by this gentleman, but has more beam and is "very sharp forward and aft. She is being "constructed entirely of pitch pine and juniper "and will be in all respects a very superior "vessel. About one hundred men are at work "in the Captain's ship yard alone."

The "big ship" above referred to was probably the *"Magna Carta,"* 1465 tons, then under construction in McKenzie's yard. The fate of this ship is one of the mysteries of the sea. In the winter of 1856-7 she sailed from Liverpool bound for the West Coast of South America with a

cargo made up largely of paving stones and other heavy material. No tidings of her ever reached her owners. She may have foundered at sea, or like many another good ship, she may have been lost rounding the "Horn." No one knows. Among those who went down with her was Forest, eldest son of the late James Graham, and brother of Captain Peter Graham. Forest Graham was second officer on this ill fated vessel.

McKenzie's nephew, James W. Carmichael, then in active business in New Glasgow was associated with him in many of his ventures. There was no formal partnership, but always the closest and most cordial business and family relations. Carmichael purchased the timber and other material from the country people, generally paying for same with goods from the store. He also advanced wages and supplies to the men employed in the ship yard. The work was carried on by McKenzie, and when the ship was launched and sold a settlement was made, and each got a share of the profits.

About the year 1848, on the occasion of one of his voyages to Britain, McKenzie was given up by all his friends for lost. He had a good passage over. His ship arrived safely in Glasgow with the usual cargo of ton timber. He sold both ship and cargo and took passage home in a steamboat belonging to the Collins line called the *"Atlantic"* plying between Liverpool and Halifax. When more then half way across, the ship met with an accident to her machinery and became disabled. It was the beginning of winter and the weather was stormy. The prevailing wind was westerly. The *"Atlantic"* was one of

the old fashioned paddle boats and made little or no progress under sail against head winds. For days she stubbornly maintained the unequal struggle, but she was only drifting. The captain of the steamer became alarmed at the situation of his ship. There were a number of other sea captains among the passengers besides McKenzie. A consultation was held and a variety of opinions expressed as to what should be done. The captain of the *"Atlantic"* appealed to McKenzie. The latter, without any hesitation, advised that they should take advantage of the prevailing westerly wind and put back to Liverpool. Some of the others protested vigorously and characterized this as insane advice as they were then much nearer Halifax than Liverpool. After several additional days were lost vainly battling with the gales, McKenzie's advice was accepted, and he was, by common consent, put in charge of the ship. His first step was to order her paddles to be chopped off to make her more manageable. Her course was then promptly reversed and she was headed for Liverpool, where she arrived after a long and stormy passage. This was before the days of the Atlantic cable, and the ship being long overdue, was finally given up for lost, but to the surprise of everybody, several weeks later, McKenzie suddenly arrived in Halifax. The report reached Pictou first, and the late A. J. Patterson skated up the river to carry the news to New Glasgow. When it was spread around, it gave rise to the wildest rejoicing. Work in the shipyard was suspended. The next day was by common consent declared a holiday. The hero was to arrive by the coach

that came by way of Mount Thom. A procession was formed with a piper at its head. When the crowd met the coach, somewhere near West River, they set up a rousing cheer. McKenzie at first in the confusion could scarcely realize what it was all about, but when he took in the situation he was annoyed at them for making so much fuss about nothing and ordered them off home, bluntly telling them they were "a lot of d——d fools." They took no offence, as it was well known to them all that in his heart he was well pleased at the general rejoicing over his safe return.

Captain McKenzie was without doubt a remarkable man. He loved adventure. One of his old friends who knew him well, remarked to the writer that if he had been born four hundred and fifty years ago in some European port and could have secured the necessary backing, he might have headed off Christopher Columbus. No Nova Scota seaman that I ever heard of, had the reputation among his contemporaries for doing things that McKenzie had. If there were discouragements he brushed them aside; if there were difficulties he met them; if there were obstacles that appeared to everybody else to be insurmountable, he overcame them. It was his delight to undertake some task that others regarded as hopeless. He was especially successful in recovering wrecks. If a stranded vessel was high and dry on the rocks, he managed to pull her off. If she was on the bottom, he contrived some way to float her. On one occasion, a ship when being launched, stuck fast in the mud. The spectators all regarded the accident

as a calamity. Nothing daunted, he secures a gang of men, digs her out, sets her afloat and sends her on her way. Another ship is launched and rigged and about ready to be towed to Pictou when she turns over on her side, and her yard arms stick fast in the mud flats below new Glasgow bridge. It was only a question of a few days when she was righted and trimmed and ready for sea. He was a born leader of men in anything he undertook. When anything was going on, he was on the spot, saw to everything, and as much as possible directed everything himself. He was the first man to advocate the dredging of the East River. He appealed to the government at Halifax for assistance. The response was a grant of £1000. The late John Marshall was appointed foreman. A "digger" driven by horses was constructed, and a channel was soon made deep enough to float ships to sea partly laden with timber. The officers of the government were nominally in charge of this work, but "The Captain" was the man behind the "digger."

In the year 1845, in one of the many voyages made across the Atlantic by the good ship "Sesostres," John McKenzie, a brother of the Captain, was a passenger. The Captain himself was master, and Captain William Dand was first officer. On the return passage, when the ship was some ten days out from Liverpool, his brother, John, died. Instead of burying him at sea, the Captain decided to take the body home. This was no easy task as the voyage might extend over a month. accordingly, under the Captain's direction, Peter Shields, the ship's carpenter, constructed a coffin which was lined with lead in which the body was

placed, and embalmed in rum, and brought home for internment. John McKenzie was buried in the old cemetery near the "Iron Bridge." The following year the Captain perpetuated his brother's memory by calling his next ship *"John McKenzie."*

His pluck and perseverence is illustrated by the story of *"The George."* The George was the Captain's first square rigged ship. She proved to be a good sailor and he was very proud of her and commanded her himself on a voyage to Britain. On her return trip, she left Glasgow for Pictou in company with a Scotch ship about the same size, also bound for Pictou, and there was the usual speculation as to which would arrive first. After *"The George"* was out several days from Glasgow she was overtaken by a terrific storm, and after a couple of days of wild weather, in which neither sun nor star appeared, her masts were blown out. McKenzie, nothing daunted, proceeded at once to erect temporary masts. He rigged her up as best he could, spread such sails as remained to the breeze, and arrived in Pictou ahead of the Scotch vessel, although the latter had met with no damage.

McKenzie was not only an energetic man. He was capable of enduring great fatigue. Work that would wear out an ordinary man was nothing to him. He was a good sleeper, and not at all particular about when and where he slept. He was often seen sleeping in his carriage on the road while his horse was going at a good steady gait. He frequently took a good nap in the corner of his pew in old "Primitive" Church, when

the neighbors thought he should be listening to the sermon.

He was a very impulsive man. He made up his mind quickly and acted on the spur of the moment. It would fill a volume to reproduce even a tithe of the stories that are told of him. On one occasion in the harbor of Savannah, a man fell overboard. The "Captain" who was on the deck at the time, did not wait to throw the man a line or lower a boat. Although he could not swim a stroke, he at once jumped overboard himself and caught the drowning man and managed to keep afloat until both were rescued.

McKenzie's energy in pushing forward any work he understood is well illustrated by the building of the *"Koh-i-noor."* This vessel was commenced late in the season of 1850. When her keel was laid in the latter part of August, everybody said that it would be impossible to launch before winter. But when the "Captain" made up his mind that a thing was to be done, obstacles disappeared. The materials were quickly assembled. An extra force of workmen were engaged. The chips began to fly. The frame work arose like magic. The "Captain" was everywhere directing everybody, and in less time than the ordinary man would require to think about embarking in a venture of this kind, the vessel was built and launched and rigged and ready for sea. To save time, he began to load her with a cargo of birch timber before she was launched and in less than ninety days from the time the first blow was struck, she passed the Pictou light on her way to Scotland, carrying a full cargo of timber.

Among the sea-faring people of Nova Scotia, McKenzie's name was a household word. He was also well and favorably known in Great Britain. In 1855, on the occasion of one of his voyages to Scotland, his portrait was painted by a celebrated Scotch painter, Norman McBeth. This picture for a number of years was in the possession of the late Mr. A. G. Kidston of the well known firm of A. G. Kidston & Sons, Glasgow. After the death of the senior partner, the portrait was taken to Nova Scotia by the Hon. William Stairs of Halifax, and for many years it adorned the office of Messrs. Stairs, Son & Morrow. It has recently come to New Glasgow and is now on exhibition in the office of Messrs. J. W. Carmichael & Co., Limited. The foregoing picture is a copy taken from this portrait.

In politics McKenzie was a liberal. In his day, his influence with the rank and file was as great as that of any man in the constituency. In the general election of 1855, his friends prevailed on him to offer as a candidate for the Legislature. He was duly elected. His successful colleagues on that occasion were A. C. McDonald and M. I. Wilkins. The latter was elected for the township of Pictou. Between 1855 and 1859, a redistribution took place giving Pictou County four seats. The election of 1859 was one of great excitement, not only in Pictou County but throughout the Province. In that contest, A. C. McDonald and R. P. Grant were elected for the west riding, whereas Captain McKenzie and James McDonald were the successful candidates in the east. McKenzie held the seat until 1863 when he was defeated in the general election of

that year. His defeat made no difference to him. Up to the end he was found working and fighting for the cause he espoused, true to his leaders and his party, fertile in suggestion and never betraying any resentment on account of his defeat or because his views were not accepted. In looking through the proceedings of the legislature for those eight years, I find his name mentioned in the divisions and on such committees as "Navigation Securities" and "Trade." He was a man of a few words, but his views always carried great weight with his colleagues. He was a staunch supporter of Howe all through his great struggle for popular control and responsible government. Howe always had a great admiration for McKenzie.

On the 11th March, 1854, Howe delivered his great speech in the Local Legislature on "The Organization of the Empire." Comparing the Ship-building of the Maritime Provinces with that of Scotland, he said:

"Scotland maintains upon the Clyde the greatest manufactory of ships in the world. Vessels glide up and down that beautiful stream like swallows round a barn. Scarcely a day passes but richly laden vessels arrive or depart with domestic manufactures or the products of foreign climes. Go into the factories where the mighty engines for her steamers are wrought and the noise of the fabled Cyclops cave is realized. The roar of waters behind Niagara Falls is scarcely more incessant or deafening, and yet Sir, the tonnage of Scotland is only a trifle more than that of the North American Provinces. Her whole commercial marine include but 522,222

tons, while in these Provinces, our shipping amounts to the splendid total of 453,000 tons. At the time of the Spanish Armada (1588) we read in old chronicles that England then owned but one hundred and thirty-five merchant ships. But then some were of great size, some four hundred tons and a few reaching five hundred tons. If my friend George McKenzie of New Gasgow had dashed into the midst of the maiden Queen's navy with his one thousand four hundred and forty ton ships, I fear that he would have shaken her nerves and astonished our forefathers of whose exploits we are so enamoured that we never think of our own."

It may not be out of place to remark that if the Hon. Joseph Howe himself was alive today, he would be just as much astonished at our feats of naval architecture as Queen Elizabeth could have been at the sight of George McKenzie's big ships. But this is only working out the well known doctrine that "the world moves on." The two families became allied in after years by the marriage of Sydenham Howe, Hon. Joseph Howe's grandson and Gene Mitchell, the granddaughter of Captain McKenzie.

Among McKenzie's admirers was the late Hon. William Stairs of Halifax. The "Captain" and Mr. Stairs were close personal friends for many years. Mr. Stairs always spoke of Captain McKenzie as the father of ship building in Nova Scotia. But we must not infer that McKenzie was the first Nova Scotian to build ships, for many small ships were built in the Province before his time.

In those early days the demand for wooden

vessels was good. Prices were high, and they met with a ready market. They were consequently hurriedly built, loaded with ton timber, and sent across and sold. After the close of the Napoleonic wars, trade was very much depressed in Great Britain and the demand for ships of the cheap class almost ceased altogether and as a result, ship-building in Nova Scotia was in a state of collapse. At this crisis, McKenzie led the way in the construction of ships of a better class and advocated and adopted the policy of owning and sailing them after they were built. In this sense Captain McKenzie might be called the father of ship-building in Nova Scotia.

More than forty years ago and shortly prior to McKenzie's death, Hon. William Stairs delivered a public adress in the old Temperance Hall, Halifax, on the "Great Men of Nova Scotia" in which he took occasion to refer to McKenzie in the following language:

> "Of George McKenzie of New Glasgow I would say his country owes him a debt of gratitude. With native strength and force of character he started as a young man in ship buiding and ship owning. He had of all the men I have known the greatest power of inspiring men with his force. It never troubled him to find a man; *he made men.* The stout young farmer's sons he would seize as relentlessly as would a recruiting sergeant, and before he knew where he was, he made him the master of a ship. They were known as the "Captain's Captains." He was a man who believed in

men. He trusted them. He had great talent for any extra work that was beyond common men's apprehension. To have launched the *"Great Eastern"* would have been to him a delight. I mean the *"Great Eastern"* in trouble, when she would not move for the engineers who had her in hand. Ship builders and ship owners of Pictou, should, as they do, esteem him as the father of their trade. He worked at a time when the facilities for building were very few compared to the present. He was some years in our Legislature. Our old friend Mr. Howe used to delight in George McKenzie—he was an admiral in his eyes. May he long be among us with his pleasant, cheery smile, so strong and so gentle."

His last ship was the *"County of Pictou."* She was built at the old yard, but he did little more than look on. His health was broken, and it was plain that his working days were over. However, he could not be kept away from the ship yard. He made daily visits, and when too tired or too ill to stand, he secured a seat on some log or convenient place where he could see the men at work, and if a mistake was made, there was a shout making it clear to the offender that the Captain's eye was still upon him.

The writer did not know him personally, and any estimate of his character must be second-hand. It is the universal testimony, however, of those who did know him that he was a man of remarkable energy and force. He did things. He never advertised himself. He sounded no trumpet at the street corners. In business he

was universally trusted. His spoken word was as good as his written bond. No one who had dealings with him ever doubted that fact. His credit was good on both sides of the Atlantic. In all the ports of the world where his ships dropped anchor, the initial letters "G. K." on his house flag was a sufficient passport among the merchants.

His family consisted of two daughters, Georgina, who became the wife of the late Andrew Walker, and Sarah, who married the late Dr. Wm. Mitchell.

The only surviving descendants are Sarah Walker, now Mrs. Edward McLeod, and Gene Mitchell, now Mrs. Sydenham Howe, also the following great-grandchildren: Norman, George McKenzie, Helen and Jean, sons and daughters of Mr. and Mrs. Edward McLeod.

Captain McKenzie departed this life at New Glasgow, on March 17th, 1876. His body rests in Riverside Cemetery and after a lapse of over forty years, his memory is still fresh among the survivors of that generation, who remember him as a man of great force of character and one of our pioneer captains of industry.